

Launton Parish Council Response - DRAFT

Local Transport and Connectivity Plan survey

Vision

We previously asked Oxfordshire's residents what they thought our overall vision for transport could be.

This vision is designed to be a clear long-term ambition for transport in the county and it underpins the policies in the document.

"Our Local Transport Plan Vision is for a zero-carbon Oxfordshire transport system that enables all parts of the county to thrive.

Our transport system will enable the county to be one of the world's leading innovation economies, whilst supporting clean growth, tackling inequality and protecting our natural and historic environment. It will also be better for health, wellbeing, social inclusivity and education.

Our plan sets out to achieve this by reducing the need to travel and discouraging unnecessary individual private vehicle use through making walking, cycling, public and shared transport the natural first choice."

To what extent do you support our vision?

Strongly support	Partially support	Neither support nor oppose	Partially oppose	Strongly oppose
☐	☐	☒	☐	☐

Do you have any further comments on our Vision?

Key themes

In support of our vision, we have identified five key themes. These are the specific areas we are seeking to transform. Our key themes are:

- Environment
- Health
- Place Shaping
- Productivity
- Connectivity

We have also identified the outcomes we hope to deliver for each key theme which can be found in the LTCP.

To what extent do you agree with the key themes?

Theme	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree
Environment	☒	☐	☐	☐	☐
Health	☒	☐	☐	☐	☐
Place Shaping	☒	☐	☐	☐	☐
Productivity	☒	☐	☐	☐	☐
Connectivity	☒	☐	☐	☐	☐

Do you have any further comments on the key themes?

None

Headline Targets

In order to check that we are delivering on our vision and key themes we have identified some headline targets.

By 2030 our target is to:

- Replace or remove 1 out of every 4 current car trips in Oxfordshire

By 2040 our targets are to:

- Deliver a zero-carbon transport network
- Replace or remove 1 out of every 3 current car trips in Oxfordshire

By 2050 our target is to:

- Deliver a transport network that contributes to a climate positive future

To what extent do you agree with the headline targets?

Target	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree
2030 target	☐	☒	☐	☐	☐
2040 targets	☐	☒	☐	☐	☐
2050 target	☐	☒	☐	☐	☐

Do you have any further comments on the headline targets?

While the targets sound good, it was felt that they were unachievable.

LTCP Policies

The majority of the LTCP outlines our transport policies. We have summarised all of the LTCP policies in the following sections. You can choose which sections you would like to respond to and you do not need to select a response for every policy.

You can find more detail about what is proposed by each policy and the benefits of implementing them in the draft LTCP document.

Walking and cycling

Encouraging more walking and cycling is central to delivering our vision for travel in Oxfordshire. Choosing to walk and cycle will improve the mental and physical health of Oxfordshire's residents and make Oxfordshire's streets more welcoming, safe and relaxing places.

More residents choosing to walk and cycle is also a key part of reducing the use of private cars and achieving our ambition for a zero-carbon transport network. The 'walking and cycling' chapter identifies the policies that will help us to achieve this. A summary of the policies is provided below:

Transport user hierarchy – The hierarchy clearly outlines the order in which we will consider different transport modes in future work and scheme design. The hierarchy places walking, cycling and riding, public and shared transport above the private car.

Cycle and walking networks – We will work with stakeholders such as local walking and cycling groups to develop walking and cycling networks.

Local Cycling and Walking Infrastructure Plans (LCWIPs) – We will identify improvements to walking and cycling infrastructure at the local level for all main urban settlements by 2025.

Strategic Active Travel Network – We will identify key routes for walking and cycling between key destinations or corridors and prioritise improvements to such routes.

Greenways – Greenways link off-road public rights of way, disused railway lines and other tracks. We will develop Greenways across the county to provide leisure commuting routes for people walking, cycling and equestrians.

Community activation – We will ensure that improvements to cycling and walking networks are supported by community activation measures such as cycle training.

To what extent do you support the policies set out in the 'Walking and Cycling' chapter?

Policy	Strongly support	Partially support	Neither support nor oppose	Partially oppose	Strongly oppose
Transport user hierarchy	☐	☐	☒	☐	☐
Cycle and walking networks	☐	☒	☐	☐	☐
Local Cycling and Walking Infrastructure Plans	☐	☒	☐	☐	☐
Strategic Active Travel Network	☐	☒	☐	☐	☐
Greenways	☐	☒	☐	☐	☐
Community activation	☐	☐	☒	☐	☐

Do you have any further comments on the 'Walking and Cycling' policies?

If cars are going to be electric, why would they have to be marginalised?

Healthy place shaping

We need to consider how we design our urban environment to make it easy and enjoyable for people to walk and cycle, including the design and connectivity of our streets. Designing streets that prioritise people over motor vehicles will create places where people feel welcome, safe and choose to walk and cycle.

We need a new approach to street design to achieve this. The 'Healthy place shaping' chapter outlines the policies that will support this new approach. A summary of each policy is provided below.

Healthy Streets Approach – The Healthy Streets Approach is a framework for making human health the central aspect of planning. We will embed the Healthy Streets Approach into the relevant guidance and decision making processes.

Health Impact Assessment – Health Impact Assessment screening or full assessments will be required for all major schemes or plans where potential health issues are likely to arise.

Guidance and standards for new development – We will embed our standards for residential developments (Appendix 2 in the LTCP) into relevant guidance and decision making processes and work with our District and City Councils to reflect them in local planning guidance.

Low Traffic Neighbourhoods – We will support the extension of Low Traffic Neighbourhoods (LTNs). LTNs are residential areas where through motor traffic is prevented by traffic filters, whilst still allowing access for cycling and micromobility.

20-minute neighbourhoods – We will work with our District and City Councils to support and apply 20-minute neighbourhoods. This aims to provide residents with relevant goods and services within a 20 minute walk of their homes.

School Streets – We will work to expand and develop our School Streets programme. School Streets are a timed road closure that restricts access for motor vehicles at school drop-off and pick-up times so that children can safely walk or cycle to school.

To what extent do you support the policies set out in the ‘Healthy Place Shaping’ chapter?

Policy	Strongly support	Partially support	Neither support nor oppose	Partially oppose	Strongly oppose
Healthy Streets Approach	☐	☒	☐	☐	☐
Health Impact Assessment	☐	☐	☒	☐	☐
Guidance and standards for new development	☐	☒	☐	☐	☐
Low Traffic Neighbourhoods	☐	☐	☐	☒	☐
20-minute neighbourhoods	☐	☐	☒	☐	☐
School Streets	☐	☐	☐	☒	☐

Do you have any further comments on the ‘Healthy place shaping policies?’

While LTNs may be acceptable in urban areas, they would certainly not work in village locations.

20-minute neighbourhoods may sound good in principle, but overestimate people’s willingness to walk to places rather than drive (especially in this country’s inclement weather).

School Streets sound lovely, but again would not be practical for many schools especially in rural areas where the school is on the main road.

Road safety

Improving road safety remains a fundamental part of our LTCP. There has been a long term downward trend in reported collisions and injuries in the county. It is important that this trend is continued and minimises road danger for all users.

The ‘Road Safety’ chapter builds on our healthy place shaping proposals and seeks to minimise road danger. This will be key to achieving our vision and creating places where walking and cycling is the natural first choice. A summary of each policy is provided below.

Road safety – We will continue to work with partners to develop and implement measures that reduce the risk of collisions. We will have a particular focus on providing safe and attractive infrastructure for vulnerable road users.

20mph zones – We will work to expand 20mph zones and promote 20mph as the default limit for roads through residential areas, villages and retail areas.

Equestrians – We will consider the needs of equestrian users in roads and highways strategies, planning and operations.

To what extent do you support the policies set out in the ‘Road Safety’ chapter?

Policy	Strongly support	Partially support	Neither support nor oppose	Partially oppose	Strongly oppose
Road safety	☐	☐	☒	☐	☐
20mph zones	☐	☒	☐	☐	☐
Equestrians	☐	☒	☐	☐	☐

Do you have any further comments on the ‘Road Safety’ policies?

With no proper detail by what is meant by road safety it is difficult to know whether to support it or not.

Public transport

Encouraging an increased number of public transport trips will also be an essential part of delivering our vision. Increased public transport use will help to reduce the number of private vehicle trips, which will deliver air quality improvements and also support the economy.

The 'public transport' chapter views the different ‘modes’ of walking, cycling and public transport, as part of one connected system rather than as competing modes. It is through a combination of these modes that we will increase public transport use in the county. A summary of each policy is provided below.

Bus strategy – This policy sets out 8 key areas our future work on buses will seek to address. This includes maintaining a comprehensive network of services and moving to a zero-emission bus fleet. It is underpinned by our Bus Service Improvement Plan.

Community transport – We will work with local communities, transport operators and community transport operators to develop and coordinate community transport schemes such as car clubs or community mini-buses.

Park and Ride – We will continue to support Park and Rides (P&R), continue work on possible new P&R sites and develop bus rapid transit proposals. In the longer term we will conduct a detailed review of P&R and establish an updated strategy.

Rail strategy – We will use the Oxfordshire Rail Corridor Study and Oxfordshire Connect projects to guide our approach to rail and priorities for rail investment in Oxfordshire. We will publish a separate rail strategy in 2022 to build on these.

Air travel and connectivity – We will support the development of public transport improvements to airports. We will also seek to support the county's airfields and improve sustainable transport access to these.

Multi-modal travel – We will consider multi-modal travel as a central option for transport planning and will aim to achieve greater integration of transport modes.

Mobility hubs – Mobility hubs are a recognisable place where there is a range of different shared and public transport modes. We will support the development of mobility hubs in a range of locations to improve interchange opportunities.

To what extent do you support the policies set out in the 'Public Transport' chapter?

Policy	Strongly support	Partially support	Neither support nor oppose	Partially oppose	Strongly oppose
Bus strategy	☐	☒	☐	☐	☐
Community transport	☐	☒	☐	☐	☐
Park and Ride	☒	☐	☐	☐	☐
Rail strategy	☐	☐	☒	☐	☐
Air travel and connectivity	☐	☐	☒	☐	☐
Multi-modal travel	☐	☐	☒	☐	☐
Mobility hubs	☐	☐	☒	☐	☐

Do you have any further comments on the 'Public Transport' policies?

It is not acceptable to vilify the private car until viable bus services are available.

As the rail strategy does not exist, it is not possible to comment on it.

Very little consideration appears to have been given to those who are not able to use public transport – whether it is those who are ill who need to get to medical appointments or those (of all ages) who have mobility issues. With an increasingly aging population, this should have been recognised.

Digital connectivity

Reducing the need to travel will also play an important role in tackling private vehicle use and its negative impacts. Improving digital connectivity is one of the key ways in which we can reduce the need to travel.

The 'digital connectivity' chapter outlines how it can help to reduce the need to travel by providing residents with the ability to work, shop and access services such as GP appointments from home. A summary of each policy is provided below.

Digital infrastructure – We will improve digital connectivity in order to reduce the need to travel. This includes promoting fibre broadband connectivity for all new developments and supporting District Council work.

5G – We will also improve mobile connectivity to reduce the need to travel, support emerging transport technologies and improve the operation of the transport network. To do this we will work with district councils to promote proposals for the upgrading of existing or siting of new mobile infrastructure.

Remote working – We will work with stakeholders such as housing developers to ensure high quality internet connectivity and other necessary facilities are provided to all residents in order to support remote working.

To what extent do you support the policies set out in the ‘Digital connectivity’ chapter?

Policy	Strongly support	Partially support	Neither support nor oppose	Partially oppose	Strongly oppose
Digital infrastructure	☒	☐	☐	☐	☐
5G	☒	☐	☐	☐	☐
Remote working	☒	☐	☐	☐	☐

Do you have any further comments on the ‘Digital Connectivity’ policies?

None

Environment, carbon and air quality

Reducing carbon emissions and improving air and environmental quality across the county is essential for the health of Oxfordshire residents and addressing climate change.

As part of the LTCP we have set the target to deliver a zero-carbon Oxfordshire transport network by 2040. Whilst we are aiming for walking, cycling, public and shared transport to be the natural first choice for journeys, the 'environment, carbon and air quality' chapter recognises that cars will still be a part of Oxfordshire's transport system.

It is therefore crucial that we encourage these to be zero-emission to contribute to our zero-carbon aspirations and improve health. A summary of each policy is provided below.

Embodied carbon – Embodied carbon is the carbon footprint of a material. We will assess, manage and minimise embodied and operational carbon in transport infrastructure projects.

Clean Air and Zero Emission Zones – We will continue to implement the Zero Emission Zone in Oxford city centre and we will investigate similar schemes for other parts of Oxfordshire.

Zero emission vehicles – In association with our district councils, we will integrate the Oxfordshire Electric Vehicle Infrastructure Strategy into the planning process. We will also develop a longer-term strategy and support strategies developed by our District and City councils.

Green infrastructure – We will embed the protection, maintenance and enhancement of Green Infrastructure (GI) into relevant guidance and decision-making. GI includes parks, public rights of way, roadside verges and street trees.

To what extent do you support the policies set out in the ‘Environment, carbon and air quality’ chapter?

Policy	Strongly support	Partially support	Neither support nor oppose	Partially oppose	Strongly oppose
Embodied carbon	☐	☐	☒	☐	☐
Clean Air and Zero Emission Zones	☐	☐	☐	☒	☐
Zero emission vehicles	☐	☒	☐	☐	☐
Green infrastructure	☒	☐	☐	☐	☐

Do you have any further comments on the ‘Environment, carbon and air quality’ policies?

It is not clear what including consideration of ‘Embodied carbon’ as a requirement for future projects actually means.

While clean air is a requirement for life, zero emission zones are not fit for purpose as they just push the vehicles into other areas.

Network, parking and congestion management

Oxfordshire County Council as the highway and Streetworks authority are responsible for a range of management functions. This includes working to manage congestion, highways infrastructure and on-street parking.

All of the functions in the 'network, parking and congestion management' chapter will play a role in helping to deliver our vision and encouraging the use of walking, cycling, public and shared transport.

Many of the policies in the LTCP include incentives to make alternatives to the private car more attractive. However, there may also be situations where it is necessary to actively discourage private vehicle use in some parts of the county. A summary of each policy is provided below.

Network management – We will continue to undertake integrated network management to tackle congestion. We will balance the needs of all users whilst promoting walking, cycling and public transport at every opportunity.

Asset management – To deliver a well-maintained highway network we will adopt a ‘whole life cost’ approach, we will prioritise the available funding using a risk-based approach and develop long-term programmes of work.

Parking management – We will ensure the parking requirements of all modes of transport are considered and will embed our parking guidance into relevant guidance. We will also take measures to reduce and restrict car parking availability.

Parking enforcement – We will maintain strategic partnerships with the District and City Councils to ensure a joined-up approach to enforcement and car parking management. We will also work to tackle pavement parking.

Demand management – Demand management measures could include traffic filters and changes to the availability of parking. Where appropriate, we will investigate demand management measures to discourage private vehicle use.

Road schemes – Where road schemes are required, we will adopt a ‘decide and provide’ approach. This approach decides on the preferred future and then provides the means to work towards that in a way that can accommodate uncertainty. We will also assess opportunities for traffic reduction.

Smart infrastructure – We will support and deploy a range of smart infrastructure. Smart Infrastructure refers to the application of digital technology to our physical assets such as roads, cameras and monitoring equipment.

To what extent do you support the policies set out in the ‘Network, parking and congestion management’ chapter?

Policy	Strongly support	Partially support	Neither support nor oppose	Partially oppose	Strongly oppose
Network management	☐	☐	☒	☐	☐
Asset management	☐	☐	☒	☐	☐
Parking management	☐	☐	☐	☒	☐
Parking enforcement	☐	☐	☒	☐	☐
Demand management	☐	☐	☐	☒	☐
Road schemes	☐	☐	☒	☐	☐
Smart infrastructure	☐	☐	☒	☐	☐

Do you have any further comments on the ‘Network, parking and congestion management’ policies?

The idea of asset management providing any tangible improvement to the rural road networks is fanciful in the extreme.

Parking management of the sort envisaged is not practical for people living in rural areas.

Concern was raised that ‘pavement parking’ was going to be enforced. We would recommend that people should not be allowed to park on pavements.

Until there is a joined-up transport initiative that suits rural dwellers as well as town and city dwellers, the ‘demand management’ proposals are unachievable or will lead to rural areas becoming uninhabitable.

Innovation:

We recognise that technology alone will not solve many of the challenges associated with transport in Oxfordshire. However, we believe technology can play a role in contributing to our ambitions and addressing some issues. It is also important to ensure our transport system is fit for the future and able to accommodate technological changes.

The ‘innovation’ chapter identifies technology which will help us to make walking, cycling, public and shared transport more attractive. A summary of each policy is provided below.

Passenger micromobility – Micromobility refers to a range of small, lightweight vehicles such as e-scooters and shared bicycles. We will manage, monitor and support the use of passenger micromobility.

Shared mobility – We will support the provision of zero-emission shared cars and car clubs, to reduce the dominance of private motor vehicles and create a more balanced transport network.

Connected and Autonomous Vehicles (CAVs) – CAVs are those that can operate in a mode which is not being controlled by an individual. We will embed futureproofing for CAV deployment scenarios through the Innovation Framework.

Unmanned Aerial Vehicles (UAVs) – UAVs are remote-controlled aircraft or small aerial devices which do not have an on-board pilot, such as drones. We will embed futureproofing for drone usage through the Innovation Framework.

Living Lab – A living lab is an open innovation ecosystem, which facilitates research in real-world settings. We will continue to support a living lab approach.

Innovation Framework – The Innovation Framework sets out a series of principles which should be applied to the integration of innovation into new development and infrastructure. We will work with our District and City councils to integrate the Innovation Framework into the planning process.

To what extent do you support the policies set out in the ‘Innovation’ chapter?

Policy	Strongly support	Partially support	Neither support nor oppose	Partially oppose	Strongly oppose
Passenger micromobility	☐	☐	☐	☐	☒
Shared mobility	☐	☒	☐	☐	☐
Connected and Autonomous Vehicles	☐	☐	☒	☒	☐
Unmanned Aerial Vehicles	☐	☐	☒	☐	☐
Living Lab	☐	☐	☒	☐	☐
Innovation Framework	☐	☐	☒	☐	☐

Do you have any further comments on the ‘Innovation’ policies?

None

Data

Transport data is closely related to many of the policies in the ‘innovation’ chapter and also has close links to several other policies such as digital infrastructure.

As with innovation, transport data alone will not solve many of our issues. However, the policies in the ‘data’ chapter have the potential to support many of the policies outlined elsewhere. A summary of each policy is provided below.

Data – We will implement a consistent approach to gathering, using and sharing transport data, according to Innovation Framework guidance.

Modelling – We have been working in partnership with a number of organisations to create a new countywide transport model, the Oxfordshire Mobility Model (OMM). We will promote the use of the OMM for both developers and planners as the first option and will continue to develop the OMM.

Monitoring – We will work towards creating a monitoring and evaluation methodology and tools which combine datasets and can be consistently applied to monitoring development, schemes and infrastructure.

To what extent do you support the policies set out in the ‘Data’ chapter?

Policy	Strongly support	Partially support	Neither support nor oppose	Partially oppose	Strongly oppose
Data	☐	☐	☒	☐	☐
Modelling	☐	☐	☐	☒	☐
Monitoring	☐	☒	☐	☐	☐

Do you have any further comments on the ‘Data’ policies?

Bearing in mind how inexact a science modelling is – which has been shown particularly over the last two years - it may not be wise to base the concept on a single model.

Freight and logistics

The movement of goods is essential to supporting the economy and many aspects of our lives. However, there a number of complex challenges surrounding the freight system, particularly at the local level.

We have included policies addressing these issues in the 'freight and logistics' chapter of the LTCP. More detailed information can be found in the Freight and Logistics Strategy which has been published alongside the LTCP. A summary of the LTCP policies is provided below.

Freight and Logistics Strategy – We will develop and deliver a Freight and Logistics Strategy.

Freight Consolidation – Freight consolidation centres receive multiple small deliveries and convert them into fewer deliveries. We will work with partners to review and explore the potential for freight consolidation centres.

Cycle Freight – We will promote cycle freight to support a shift from motorised transport to bicycles. In order to achieve this, we will work with partners to share knowledge and investigate opportunities related to cycle freight.

To what extent do you support the policies set out in the ‘Freight and logistics’ chapter?

Policy	Strongly support	Partially support	Neither support nor oppose	Partially oppose	Strongly oppose
Freight and Logistics Strategy	☐	☐	☒	☐	☐
Freight Consolidation	☐	☒	☐	☐	☐
Cycle Freight	☐	☒	☐	☐	☐

Do you have any further comments on the ‘Freight and logistics’ policies?

It is difficult to support a Freight and Logistics Strategy which does not currently exist.

Regional connectivity and cross-boundary working

The 'regional connectivity' chapter considers working with our cross-boundary partners such as neighbouring local authorities. Transport is not confined by county boundaries and we recognise that residents travel to surrounding counties for work and leisure.

Working with partners beyond Oxfordshire’s boundaries will help to improve travel choices and journey experiences for these residents. It is important that we consider how we work with these partners to deliver improvements that support our vision. A summary of our policy is provided below.

Regional connectivity and cross-boundary working – We will continue to work collaboratively with sub-national transport bodies, neighbouring local authorities, and other local stakeholders on cross-boundary issues. We will also seek to influence regional work being led by Network Rail and National Highways.

To what extent do you support the policy set out in the ‘Regional connectivity and cross-boundary working’ chapter?

Policy	Strongly support	Partially support	Neither support nor oppose	Partially oppose	Strongly oppose
Regional connectivity and cross-boundary working	☐	☐	☒	☐	☐

Do you have any further comments on the ‘Regional connectivity and cross-boundary working’ policy?

None

Local connectivity:

Local connectivity is a key aspect of many residents' everyday lives. The ease of journeys, choices available and experience of travelling all affect health, wellbeing and equality in the county.

The policies outlined in the 'local connectivity' chapter aim to address these issues and improve local connectivity, whilst creating a healthier and more attractive Oxfordshire. A summary of each policy is provided below.

Area transport strategies – We will produce area transport strategies that align with the LTCP vision and translate the LTCP policies into schemes. Strategies will be developed for the areas outlined in LTCP Policy 91.

Transport corridor strategies – We will produce transport corridor strategies that align with the LTCP vision and translate the LTCP policies into schemes. Strategies will be developed for the A40, A420, A41, A44 and M40/A34.

Rural journeys – We will work with partners and stakeholders to develop tailored solutions for our smaller market towns and rural areas that improve connectivity, accessibility, and contribute to delivering our transport vision.

To what extent do you support the policies set out in the 'Local connectivity' chapter?

Policy	Strongly support	Partially support	Neither support nor oppose	Partially oppose	Strongly oppose
Area transport strategies	☐	☐	☒	☐	☐
Transport corridor strategies	☐	☐	☒	☐	☐
Rural journeys	☐	☒	☐	☐	☐

Do you have any further comments on the 'Local connectivity' policies?

None

Active and Healthy Travel Strategy

This section of the questionnaire focusses on the Active and Healthy Travel Strategy (AHTS), one of 3 key strategy documents that support the LTCP. It provides more detail about walking and cycling, setting out the council's policies, plans, actions and targets for the next 10 years to make active travel the natural first choice for its residents for short journeys.

We recommend you read the draft AHTS before completing this section of the questionnaire.

Do you have any comments on the AHTS?

None

Innovation Framework

This section of the questionnaire focusses on the Innovation Framework, one of 3 key supporting documents to the Local Transport and Connectivity Plan (LTCP). The Innovation Framework sets out guidance on how to consider innovation within planning and development.

We recommend you read the draft Innovation Framework before completing this section of the questionnaire.

Do you have any comments on the Innovation Framework?

None

Freight and Logistics Strategy

This section of the questionnaire focusses on the Freight and Logistics Strategy, one of 3 key strategy documents that support the Local Transport and Connectivity Plan (LTCP). It addresses some of the challenges associated with the movement of goods and includes more detail about the proposed actions required to deliver our aspirations for the movement of goods in Oxfordshire.

We recommend you read the draft Freight and Logistics Strategy before completing this section of the questionnaire.

Do you have any comments on the Freight and Logistics Strategy?

None

Integrated Sustainability Appraisal

The LTCP has undergone a series of health, environmental and equalities assessments. These are to ensure that the approach protects the environment, human health and allows equal access for all residents.

The assessments are combined as part of an Integrated Sustainability Appraisal (ISA). There is also a non-technical ISA document which has been published alongside the LTCP.

The assessments conducted include a Strategic Environmental Assessment (SEA), Health Impact Assessment (HIA), Equalities Impact Assessment (EqIA), Community Safety Assessment (CSA) and Habitats Regulation Assessment (HRA).

Do you have any comments on the Integrated Sustainability Appraisal?

None

About You

We are keen to understand more about the people responding to this consultation. If you do not want to provide any of this information, please select prefer not to say.

Please say whether you are....

(Choose any one option)

- ☐ an Oxfordshire resident
- ☐ a member of the public living elsewhere who travels to Oxfordshire
- ☐ a parish meeting representative, parish councillor or town councillor
- ☒ a Parish Council
- ☐ a county council employee
- ☐ a county councillor
- ☐ a district or city councillor
- ☐ a representative of a group or organisation
- ☐ a representative of a business
- ☐ Prefer not to say
- ☐ Other (please provide details)

If you are responding as a councillor, please provide your name and the area(s) you represent

Launton Parish Council

If you are responding as a representative of a business, group or organisation, please provide your role and the name of the business, group or organisation

If you live in Oxfordshire which district do you live in?

(Choose any one option)

- ☒ Cherwell
- ☐ South Oxfordshire
- ☐ Vale of White Horse
- ☐ West Oxfordshire
- ☐ Oxford City

If you live outside of Oxfordshire please enter where you live in the box below
What is your postcode?

Please provide the first four or five digits of your postcode (not the letters at the end).
e.g. OX1 1 or OX14 5

What is your age?

(Choose any one option)

- ☐ Under 16
- ☐ 16-24
- ☐ 25-34
- ☐ 35-44

- ☐ 45-54
- ☐ 55-64
- ☐ 65-74
- ☐ 75-84
- ☐ Over 85
- ☒ Prefer not to say

Are you...?

(Choose any one option)

- ☐ Female
- ☐ Male
- ☐ Other
- ☒ Prefer not to say

What is your ethnic group?

(Choose any one option)

- ☐ Asian or Asian British (Indian, Pakistani, Bangladeshi or any other Asian background)
- ☐ Black or Black British (Caribbean, African, or any other Black background)
- ☐ Chinese
- ☐ Mixed (White and Black Caribbean, White and Black African, White and Asian and any other mixed background)
- ☐ White (British, Irish, Scottish or any other white background)
- ☒ Prefer not to say
- ☐ Other ethnic group (please specify)

Are your day to day activities limited because of a long-term illness, health problem or disability which has lasted, or is expected to last, at least 12 months?

(Choose any one option)

- ☐ Yes - limited a lot
- ☐ Yes - limited a little
- ☐ No
- ☒ Prefer not to say

How did you find out about this consultation?

(Please tick all that apply) (Choose all that apply)

- ☐ Facebook
- ☐ Twitter
- ☐ Instagram
- ☐ LinkedIn
- ☐ Oxfordshire.gov.uk website
- ☐ Email from Oxfordshire county council
- ☐ Local news item (newspaper, online, radio, tv)
- ☐ Oxfordshire county councillor
- ☒ Parish or town council

- ☐ Local community group/organisation
- ☐ Friend/relative
- ☐ Other

If other, please provide details

Your data

Under the Data Protection Act 2018, we (Oxfordshire County Council) have a legal duty to protect any personal information we collect from you. Oxfordshire County Council is committed to open government and this may include quoting extracts from your consultation response in our report. If you would like to know more about the council's data protection registration or to view Oxfordshire County Council's privacy notice please visit our website: www.oxfordshire.gov.uk - search privacy notice.

Thank you for taking the time to answer these questions.

Please return your completed survey to:

LTCP5@oxfordshire.gov.uk

Or

LTCP CONSULTATION
FREEPOST
OXFORDSHIRE COUNTY COUNCIL
(No further address details required)